

ward, as nearly as the topography made it convenient." Charges of fifty pounds of brown powder were used. The precautionary use of cotton and finger-tips. As the projectiles advanced they could be seen distinctly, and when at an altitude of over one mile they could be seen distinctly. Their whizzing was barely perceptible during their ascent, but as they sped downward with frightful momentum it was more plainly heard. The sound was with it, a low, twenty-nine pounds of spherical powder at 3,000 yards range, and the effect was similar to that of a small volley though, of course, much less. In practice, the shells were used only in practice, and cost 600 pounds, and costing 20 cents a pound, or \$200 each, making a total cost of \$3,200 for the powder required. The powder required for each salvo is 1,434 pounds, or \$287.25. The cost of the shells is \$25 each, and the cost of the powder is \$25 each, making an aggregate cost of \$500 for the ammunition used in making the

A TREASURY WAGON HELD UP.

OUTLAWS SHOOT AN EXPRESS MESSENGER AND MAKE OFF WITH \$15,000.

St. Louis, April 11.—A dispatch to "The Chronicle" from Cripple Creek, Col., says at 10:30 o'clock this morning the overland Wells-Fargo treasury wagon from Grassy Station, the terminus of the Midland road, was held up by two masked men and robbed. The treasury box was taken to the ground. The treasury box, full of ledgers and way-bills. They then shot and beat the guard, Robert Smith, so that he was unconscious and will be taken to a hospital. The robbers carried off \$15,000. The robbers made off on two of the treasury wagon horses.

City and county authorities, together with employees of the Wells-Fargo Express Company, are scouring the country. The robbers will probably be caught before night.

THE VESUVIUS SAILS AWAY.
Lieutenant-Commander Harry Knox started his little dynamite-thrower, the Vesuvius, down the East River at 4:10 p. m. yesterday, and passed Sandy Hook at 5:40, bound for Philadelphia, where the vessel will go out of commission. Orders disposing of her officers and crew will be received at the League Island yard.

to the corporation and the transportation company, following is the record:

1861. Norwich and New York Transportation Company.

Pier (to) N. R. New York City.

"Gentlemen: I notice that your company have for some time been occupying the vacant lot on the river, belonging to the city, and situated at the foot of the Battery.

"It seems to me desirable in all cases that this department should deal directly with the real owners of the property, and not through the agency of a third party, and I respectfully inclose herewith a copy of a resolution of the Board of Aldermen, which I think should be sold in the Board room, Pier A, Battery Place, April 15, in which this pier is included.

"In response to this Mr. George W. Brady, superintendent of the city property, and of the Transportation Company, called here and stated that he had received my letter and came to talk over the matter with the Board of Aldermen. He stated that this department should know just what rental the city would be willing to pay for the use of the pier. Mr. Brady stated that his company paid the city of New York \$25,000 per year from 1870 to 1880, and \$40,000 per year from 1880 to 1890, and have been paying \$50,000 per year since 1890.

"It thus appears that during the last twenty-two years the city received from the lease of Pier (to) N. R. New York City, \$1,100,000. The city has assigned, and the New Jersey Steamboat Company re-

sunlight last night, lies about a mile west of Pollock Rip Lightship. In six fathoms of water, a dangerous obstruction to navigation. It will probably be impossible to raise her, as she is doubtless badly damaged, having sunk within ten minutes after the collision. The strong currents running across the bar will also make the work of raising her very difficult. The barge's foremast was carried away this afternoon.

"Well, they are, I suppose, on the fence," answered Mr. Pryor.

Mr. Leavitt again took the floor. He acknowledged that he was a Democrat, but he said he was not a horrible example. He had not voted for many Democrats last fall, for he had lost heart in the Administration.

"I judge," said Chairman O'Grady, "that you are not satisfied with the Democratic Administration."

"I am not. I wouldn't go around the corner again."